

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8594

晚九廿月二年三統宣

WEDNESDAY, MARCH 29, 1911. 三拜禮

號九廿月三英港香

\$35 PER ANNUM.
SINGLE COPY 10 CENTS.

Telegrams.

BRITISH INTERESTS IN KOREA.

QUESTIONS IN THE HOUSE OF LORDS.

(REUTERS' SERVICE.)

London, March 28.

In the House of Lords Lord Stanhope drew attention to Japan's interpretation of the Treaty provision and The Hague award with reference to fixation of properties holden perpetual leases by British, French and Germans in the old Foreign Settlement areas of Japan, and asked, in view of the annexation of Korea, what measures were being taken to protect British interests there.

Lord Hershell detailed the position of the cases in question, and said that an informal exchange of views was proceeding in the hope of a satisfactory settlement.

The Lord Chancellor further detailed the Japanese assurances given at the time of the annexation, and added that after consultation with Sir Claude Macdonald Great Britain informed Japan on the 14th December that she was willing to leave the question of the foreign settlements and jurisdiction of British subjects, prisoners, etc., to the sense of justice and good faith of Japanese officials on the spot. H.M.'s Government had already received satisfactory assurances with reference to land tenure and mines, but as regards tariffs it was impossible to ask Japan to promise definitely in advance a continuation of the present arrangement (beyond the period of ten years already promised).

TIBET.

ANTICIPATING THE FOREIGNERS.

(“SHENGO PO” SERVICE.)

Peking, March 28.

The Viceroy of Sze-chwan and the President of the Board of Communications have jointly proposed the early construction of the railway between Sze-chwan and Tibet, so as to prevent the foreigners from taking any advantage of China.

Telegrams.

ITALY.

A NEW CABINET FORMED.

(REUTERS' SERVICE.)

London, March 28th.

A message from Rome states that Sr. Giolitti is forming a Cabinet.

The Socialist Deputy Bissolati, who was received in audience by King Victor Emanuel, declined office on conscientious grounds, while absolutely supporting the programme.

OPENING UP MAN- CHURIA.

CHINA'S AMBITIONS.

(“SHENGO PO” SERVICE.)

Peking, March 28.

The newly appointed President of the Board of Agriculture, Industry and Commerce has memorialized the Throne to open up Manchuria by promoting industries.

The Prince Regent is strongly in favour of the memorial.

TROUBLOUS FRONTIERS.

OPINIONS OF MINISTERS INVITED.

(“SHENGO PO” SERVICE.)

Peking, March 28.

The Prince Regent has instructed all the Grand Councillors and other Ministers to submit their opinions regarding the frontier disputes.

THE CRISIS.

CHINA'S CONCESSION.

(“SHENGO PO” SERVICE.)

Peking, March 28.

The Russian Minister at Peking has sent in a communication to the Board of Foreign Affairs dealing with the revision of the commercial treaty between Russia and China. On receipt of this communication, the Board of Foreign Affairs had a conference with the Grand Councillors, and despatched a reply to the Russian Minister on the 27th inst. agreeing to all the demands.

Telegrams.

HOME POLITICS.

A BRITISH BYE-ELECTION.

(REUTERS' SERVICE.)

London, March 28th.

A bye-election for the constituency of Bootle has resulted as follows:—

Mr. Bonar Law (Unionist) 9,986
Mr. Muspratt (Liberal) 7,782

(Col. T. M. Sandys (C) has represented this constituency for many years, and was returned unopposed at the last election.)

[Mr. Andrew Bonar Law was the Unionist representative for the Dulwich division of Camberwell. He was an iron merchant in Glasgow, having been born in New Brunswick in 1858. His father was the Rev. James Law, M.A. From 1902-6 he was Parliamentary Secretary of the Board of Trade, for six years he represented the Blackfriars Division of Glasgow, and was chairman of the Glasgow Iron Trade Association. He is a strong advocate of tariff reform.]

PUBLIC OPINION IN CHINA.

AUTOCRATIC COMMAND.

(“SHENGO PO” SERVICE.)

Peking, March 28.

The President of the National Assembly has advised the senators not to interfere in foreign diplomatic questions.

He asked them to submit their opinions or suggestions to the Grand Councillors for consideration, and on no account should they hold an extraordinary meeting to discuss these questions.

However, he added, if they insist on holding a meeting, they must get permission from the Throne before doing so.

PRINCE REGENT.

REMAINS TO CONTROL STATE AFFAIRS.

(“SHENGO PO” SERVICE.)

Peking, March 28.

The Empress Dowager has decided to take up her residence with the Emperor in the Summer Palace on the 12th proximo, and has instructed the Prince Regent not to accompany them, so that he can attend to State affairs.

Telegrams.

MEXICO.

NEW CABINET FORMED.

(REUTERS' SERVICE.)

Bombay, March 29, 7.35 a.m.

A new Mexican cabinet has been formed, but there is nothing to indicate its tendency.

M. Limantour is again in charge of finance, and apparently leads the cabinet.

M. Birra will control foreign affairs.

PASSING OF THE QUEUE.

CHINESE ARMY TO FOLLOW POPULACE.

(“SHAT PO” SERVICE.)

Peking, March 28.

The President of the Army Board has memorialized the Throne to issue an Imperial decree allowing the officers and men in the army to discard their queues.

A VICEROY SICK.

RESIGNATION TENDERED.

(“SHAT PO” SERVICE.)

Peking, March 28.

Viceroy Hsi Liang of the Three Eastern Provinces being ill, the Prince Regent is inclined to accept his resignation.

A certain Grand Councillor has strongly recommended Chan Chiu Sheung to succeed him.

FORMER CANTON VICEROY.

TOO OBSTINATE AND STUBBORN.

(“SHAT PO” SERVICE.)

Peking, March 28.

Viceroy of Sze-chwan has strongly recommended reinstating ex-Viceroy Shun Chun Hsiang, but a Grand Councillor strongly objected, on the ground that he was too obstinate and stubborn to handle diplomatic questions.

Members of the Institution of Engineers and Shipbuilders will to-night discuss Mr. Murphy's paper on gas producers.

Telegrams.

DISTURBANCES IN ALBANIA.

SOLDIERS DESPATCHED.

(REUTERS' SERVICE.)

Bombay, March 29, 7.35 a.m.

Reports from Constantinople state that owing to disturbances nine battalions of soldiers are proceeding to Albania.

TRANSPORTATION OF TROOPS.

RAILWAY PROJECTS.

(“SHAT PO” SERVICE.)

Peking, March 28.

The President of the Army Board is strongly in favour of raising a loan for the construction of a railway for the transportation of troops in case of operations.

ABOLITION OF TAXES.

(“SHAT PO” SERVICE.)

Peking, March 28.

The Throne has instructed the viceroys and governors of the various provinces to abolish all miscellaneous and superfluous exactions.

OUR LETTER BOX.

A SUGGESTION.

TO THE EDITOR OF THE “HONGKONG TELEGRAPH.”
Sir,—Having observed in your valuable journal the suggestion that for the convenience of patrons of the promised aviation exhibitions, a bamboo pier should be run out from the hanger where the aeroplane was stored in order to enable the machine to rise in the air, I would like to say that the suggestion is an eminently sound one, for then the tide difficulty would be overcome and the chances of a non-flight lessened, with little inconvenience to the management. The wonder is that the idea did not occur to the management ere this. In the event of permission to fly at Happy Valley not forthcoming, and failing other arrangements, the management will perforce have to fall back on Shatin, and in that case, if the suggestion to which I have referred is acted upon, it will undoubtedly save a lot of trouble both to the public and the management itself.

Yours, etc.,

DISAPPOINTED.

FIRE AT CANTON.

(THE “TELEGRAPH” CORRESPONDENT)

Canton, March 28.

At 8 o'clock last night, fire broke out in a house in the Yeung Yuen Street east of the city, but was quickly subdued by the fire-brigade which arrived on the scene promptly.

KOWLOON BOWLING GREEN CLUB.

DEVELOPMENT OF SOCIAL LIFE IN THE NEW TERRITORY.

As a safeguard as well as an amelioration of a dreary existence the club house stands pre-eminent, when its facilities for extravagance are not abused, and in this respect Hongkong is far from poverty stricken. The Island's clubs are numerous, well-conducted, restrained in tone, and whether athletic purely or simply social are valuable adjuncts to our life. The New Territory on the other hand has but little to offer to the young man “at large” after King Sol has bidden him good-day. Of athletic clubs he has if not a surplus at least, a sufficient quantity, but the social life of Kowloon is sadly in need of the exhilaration which it cannot obtain from its own hearthstone any more than can other communities. The Kowloon Bowling Green Club, or at any rate a portion of its members, propose to remedy this defect, and the suggested extension of the Club into an active centre of social life will be put before the members at the meeting to be held on Monday next.

Briefly, it is proposed to build a commodious and well-appointed club house in the corner space formed by Austin Road and the pathway leading to the Kowloon Cricket Club grounds. A sketch design has been drawn by Mr. Colbourne Little of the suggested structure. It shows a fine, well-ventilated building, comprising a large bar, a main or club room, capable of containing three billiard tables, a ladies' room and a library, with the usual offices, such as boys' quarters, kitchen, gardener's store and lavatories. A broad verandah extending the full length of the house faces the greens. This design will be submitted to the consideration of members at Monday's meeting.

The proposal is an ambitious one, but, as far as we may judge, is well within the scope and power of the Club, which is not now fully adequate to the needs of its members. Primarily a bowling club, it nevertheless gladly harbours many members who do not exercise in the ancient game, and croquet and tennis are quite features of its life. On the social side it demands expansion, and since its finances are in such a satisfactory state there does not appear to be any reason why it should not benefit itself and Kowloon generally by “rising to the occasion.” Its growth is to be welcomed so long as it takes thought unto itself and adds cubits to its stature—carefully. This is the point that the meeting on Monday must decide; but we hope that there is very little doubt as to the decision. The extension is needed, even with the present membership of the Kowloon Bowling Club, and were it an accomplished fact we are sure that that membership would greatly increase. Given the financial ability to extend, from every point of view the new club house would prove of value to Kowloon, which, as we have said, is in need of some such rendezvous.

Those who recall the inauguration of the Club have marvelled at the enthusiasm which has always been displayed by the members. Whenever a sound project has been mooted they have always been intensely loyal to the club's best interests, and we feel sure that the confidence now shown by the members who are keen on the erection of a solid brick building will not be misplaced.

Of course, there are many who deprecate any action in this direction being taken at present, being inclined to believe that the idea might be entertained at a later date when the membership roll would be enlarged and the funds better than they are at present. For ourselves, we believe that the hour has come when the oldest sports club in the New Territory should make a bold effort to cater for other tastes than bowling.

Men will probably be found ready and willing to take up debentures on a solid structure, owned by clubbites who have proved in the past their loyalty and shown their undiminished enthusiasm. The question of finance, no doubt, can be overcome as has been done in recent years, although it must be borne in mind this programme of an eight thousand dollar structure is distinctly ambitious for a small club.

Again the somewhat conservative view will be entertained that the club was primarily established for the cultivation of a taste for and proficiency in the game of lawn bowls. But in this we can only point to the fact that a large section of the members have displayed keen interest in lawn tennis as well as in croquet, and moreover, the club as represented by its committee has approached the Government from time to time for concessions of land in order to comply with the wishes of tennis players as well as croquet experts.

All this having been done in the past, there is little ground for those who contend that the Bowling Club should remain a Bowling Club only for years to come.

The idea of widening its range of interest for members is a commendable one, and we feel sure that if the moment is not seized upon, as it will possibly be lost for ever, as other clubs are equally as prosperous as the K.B.C.C. and realise that there exists a long felt want in Kowloon for the establishment of a clubhouse which presents many and varied innocent attractions.

Kowloon people have confidence in the future of the New Territory, and having confidence there is no reason why they should not exemplify it by catering not necessarily for the wants of to-day, but for those which future years may demand.

RAILWAY FATALITY.

(THE “TELEGRAPH” CORRESPONDENT.)
Canton, March 28.

A few days ago a sad tragedy occurred on the Five Eyes Bridge railway station. An old woman was walking on the line when the train from Fatsien arrived. She was unable to get out of the way in time and was knocked over by the locomotive. Death was instantaneous.

The Weather Forecast.



On the 29th at 12.05 p.m.—The barometer continues to fall over S. China and Tongking, probably owing to the formation of a depression over W. China.

Pressure remains high over S. Japan and adjacent waters, while a shallow depression seems to be moving Eastwards to the N.E. of Japan.

Fresh E. and S.E. winds may be expected over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast District.

- 1.—Hongkong and Neighbourhood, E. winds, fresh; fair.
- 2.—Formosa Channel, E. winds, moderate.
- 3.—South coast of China between Hongkong and Lamock, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, E. and S.E. winds, fresh.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS:—
Sterling.....\$15,000,000
Silver.....\$15,250,000

RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
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G. H. Medhurst, Esq.—Deputy
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C. S. Gabbay, Esq., H. A. Sien, Esq.,
CHIEF MANAGER:
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Shanghai—H. E. R. HUSTER.
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HONGKONG—INTEREST ALLOWED
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ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABB,
Chief Manager.
Hongkong, 1st March, 1911. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUNDS.....£1,500,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

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On Fixed Deposits for 6 months, 3 1/2 per cent.
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W. DICKSON,
Manager.
Hongkong, 24th Mar. 1911. [22]

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP... Yen 24,000,000
RESERVE FUNDS... " 16,560,000
Head Office: YOKOHAMA.

Branches and Agencies:
TOKIO, HANKOW,
KOBE, TIENTSIN,
OSAKA, PEKIN,
NAGASAKI, NEWCHANG,
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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit:—
For 12 months.....4 per cent. p.a.
" 6 ".....3-1/2 " " "
" 3 ".....2-1/2 " " "
TAKEO TAKAMICHI,
Manager.
Hongkong, 27th September, 1910. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID-UP...Gold \$3,250,000
RESERVE FUNDS.....Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE:—
60 Wall Street, New York.
LONDON OFFICE:—
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LONDON BANKERS:
BANK OF ENGLAND,
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ALL OVER THE
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THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.
For 6 " 3 1/2 " " "
For 3 " 3 " " "
GEO. HOGG,
Manager.
No. 9, Queen's Road Central,
Hongkong, 20th Feb. 1911. [19]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, LIMITED.

Central Buildings, Liverpool; England, is prepared to receive consignments of Local Produce on best terms.

Banks.

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Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 24th Jan. 1911. [11]

DEUTSCH ASIATISCHE BANK.

CAPITAL FUND
PAID-UP.....Sh. Tals. 7,500,000
HEAD OFFICE—SHANGHAI.
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INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
R. TIMMERSCHIEDT,
Manager.
Hongkong, 16th Mar. 1911. [2]

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.
DIRECTORS AND OFFICERS:
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A. J. Hughes, Esq., Secretary.
S. B. Nell, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.
Insurance in Force...\$37,855,885.00
Assets.....8,115,250.00
Income for Year...3,566,559.00
Insurance Fund.....8,216,813.00

LEFFERTS
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District Manager,
B. W. TAPE, Esq.,
District Secretary.
ALEXANDRA BUILDING.
C. LAWDER, Esq., Inspector,
Hongkong.

ADVISORY BOARD,
HONGKONG.
Sir Paul Chater, Kt., CMG.
T. F. Hough, Esq.,
C. J. Laferriere, Esq.,
Hongkong, 26th Jan. 1911. [810]

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Established 1890.

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Filtrated Water. Regular Delivery. Flannels and underwear washed by skilled Japanese.
Monthly rates quoted. Dry cleaning a speciality. Depot No. 4, Des Voeux Road. Tel. 1032.

R. WOOD,
Manager.
Hongkong, 1st Mar. 1911. [931]

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SHIPCHANDLERS.

PROVISION & COAL.
MERCHANTS.
Hongkong 28th Mar. 1911. [990]

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Simple, Strong, and Effective.
All Sizes—MODERATE PRICES.
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Hongkong, 4th Mar. 1911. [874]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

SHANGHAI.....[DRIFT.....] 3 P.M. } Freight and
Capt. G. W. Gordon, U.N.R. } Passage.
LONDON, VIA.....[DEYANHA.....] Noon } See Special
Usual Ports of } Capt. H. Powell.....1st April } Advertisement.
CALL.....[PALAWAN.....] About } Freight and
LONDON and } Capt. C. R. Longden, U.N.R. } 5th April } Passage.
ANTWERP via }
SINGAPORE, }
PENANG, }
COLOMBO, }
PORT SAID & }
MARSEILLES }
SHANGHAI, }
MOJI, KOBE }
& YOKOHAMA }
LONDON and }
ANTWERP via }
SINGAPORE, }
PENANG, }
COLOMBO, }
PORT SAID & }
MARSEILLES }
SINGAPORE.....[About } Freight and
Capt. C. W. Watkins, U.N.R. } 8th April } Passage.
Banco.....[About } Freight and
Capt. W. H. S. Hall.....19th April } Passage.

For Further Particulars, apply to
P. & O. S. N. Co.'s office,
Hongkong, 28th March, 1911.

E. A. HEWETT,
Superintendent. [4]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
A. F. DAVIES,
Manager. [25]
Hongkong, 5th February, 1909.

GRAND HOTEL.

No. 2, Queen's Road Central,
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A FIRST CLASS AND UP-TO-DATE HOTEL.

MANAGEMENT AND CUISINE UNDER EUROPEAN MANAGEMENT.
Special rates for families on application.
F. REICHMANN,
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Hongkong, 11th February, 1911.

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N. BLUMENTHAL,
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[24]

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PLUNKET'S GAP, the PEAK, near the TRAN TERMINUS. Tel. 56.
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MANAGER.
Hongkong 22nd July, 1910. [27]

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String Band will play at the above Hotel every Sunday commencing from 4.30 p.m. to 11 p.m.
W. GALLAGHER,
Manager.
Hongkong, 11th March, 1911. [26]

BAGUIO HOTEL.

The Mountain Capital's New and Modern Hotel
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Hot and Cold Baths. Excellent Cuisine.
Running Water in Each Room.
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Rates 5 and 6 Pesos per Day. Special Monthly Rates. [902]

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Water on Blocks...223 " Water on Blocks...26 " Water on Blocks...215 "

Moorings basin 600 feet by 100 feet by 25 feet deep.

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Yokohama, October 13th, 1910. [32]

CALDBECK, MACGREGOR & CO.

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ESTABLISHED 1864.

Hongkong, 16th January, 1911.

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BERLIN, LONDON, CALCUTTA, &c.

Manufacturers of
PORTABLE AND PERMANENT RAILWAYS,
Materials of every description for full size and small gauge Railways.

Locomotives, Passenger and Goods Carriages,
Rails of various gauges as well as Trucks, Switches, Turntables,
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38

WEISMANN, LIMITED.

BAKERS
CONFECTIONERS
CATERERS
RESTAURANTEURS
14, Des Voeux Road Central.
Hongkong, 6th March, 1911. [197]

N. LAZARUS,

OPHTHALMIC OPTICIAN,
Prescriptions Accurately Filled.
Corner, D'Aguiar Street and Queen's Road. [929]

GOVERNMENTAL BANK FOR CANTON.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, March 27.

When His Excellency Shum was Viceroy of Canton he entertained the idea of converting the official specie department into a governmental bank. The scheme was not carried out owing to His Excellency's resignation from the Viceroyship.

It is now reported that H. E. Chang, the present Viceroy, holds his predecessor's opinion and has appointed Taotai Chu as managing director of the newly converted bank. Regulations in connection with the running of the bank have already been decided upon and the new bank will soon be opened for business. It will have branches in Hongkong, Shanghai, Swatow, Hankow, Tientsin, Peking and other places.

JAPAN FISHERIES.

GRIMSBY EXPERT EMPLOYED.

Mr. Robert Bruce, a Grimsby expert upon the construction of steam trawlers and fishery appliances generally, left Grimsby on February 26 for Japan in order to act as advisor in the development of the national fishing industry.

Mr. Bruce is proceeding to Japan under contract with Messrs. J. H. Hunter and Co., of the Osaka Iron Works, a firm which is very closely connected with the Imperial Government. They own extensive shipyards, dry docks, and slipways, and have been the pioneers of trawler building in the East.

Mr. Bruce will design trawlers for them on similar lines to those employed in the White Sea fisheries, the only modifications being those required by climatic changes. He will also advise upon the type of gear to be used, and upon the storage of the catches.

SAILING SHIP SLUMP.

A HUNDRED VESSELS SOLD.

On April 29, June 3, Sept. 9, and Nov. 11 there appeared in the "Weekly Summary" lists of British sailing ships 20 in each, which had been sold to foreigners. The accompanying list completes a total of 100 all told which had passed from the British register up to the beginning of February, 1911, or, approximately, in a period of 12 months. Fifty-five per cent. of these ships have passed to the Norwegians.

FOREIGNERS' BARGAINS.

The list is arranged in order of decreasing tonnage.

Name. Age. Tons. Price.

Dunstaffnage 18 3,120 ?

Crompton 20 2,717 ?

Ditton 20 2,000 £5,500

Fingal 27 2,455 3,500

Donna Francisca 18 2,163 5,200

Halwood 25 2,100 3,200

Tasmania 44 2,083 4,000

Allerton 26 1,983 2,600

Bucelouch 25 1,934 2,750

King Edward 19 1,657 3,400

Saxon 17 1,527 3,350

Clan Macfarlane 20 1,430 1,800

Ravenclough 18 1,373 ?

Haddon Hall 42 1,322 ?

Thetis 25 1,205 2,000

Boasfield 24 1,292 2,300

Oelsterlyre 25 1,263 2,100

County of Angles 33 1,000 2,150

Cumbrian 32 990 ?

Elvy 35 769 1,000

Average 26 1,700-11 15s. per ton

PROPOSED JOSS FARM.

[THE "TELEGRAPH" CORRESPONDENT]

Canton, March 27.

A merchant has petitioned the Provincial Treasurer for the privilege of running a farm on joss sticks, joss candles, joss papers and other sacrificial articles, offering to pay the Provincial Government \$120,000 a year. The amount is to be proportionately increased if there be a good month. The Provincial Treasurer has asked the petitioner to find trustworthy shippers to be his guarantors. Meanwhile he will send deputies to investigate the practicability of the scheme.

THE FILIPINO LABOURER.

We have received for review a brochure published by Mr. L. E. Pinkham entitled "An Enquiry as to Amiebic Dysentery in the Philippine Islands" with special reference to Filipino emigration to Hawaii. The author deals principally with the five Visayan islands of the group, which is occupied by the most congested agricultural population known in the world. Mr. Pinkham postulates to begin with that the Filipino labourer is not a coolie; and he adds that the sooner those abroad and those at home who desire to profit by his labour realise that fact the better it will be for all concerned. By too great a degree business desires to exploit him within the Philippines and those abroad class him with Asiatic labour.

On the other hand the Filipino, dependent on his own physical efforts, must learn, he has no claim to be a public ward, but stands on his own personal merit as a labourer of commendable habits, industry, integrity and physical fitness.

The Filipinos, as a race, have always been an underfed people, says the author. This is not so much disclosed by appearance as lack of physical reserve and stamina. Their main diet in the Visayas is corn meal. Domestic fowl, pigs, fish and certain vegetables and sweet potatoes abound, as do proportionately an excessive number of people to consume them.

The writer has never failed to receive deferential, respectful, courteous treatment from the Filipino, possibly because he has never failed to be courteous to them.

Acquired from the Spaniards, the Filipino has quite fixed ideas as to courtesy and is intensely sensitive to ridicule. As a rule they prefer less wages and considerate manners rather than greater wages and humiliation. The "two" worker averages a pretty good fellow. In some higher lines of employment he is very capable, hard working and efficient.

Financial temptation were kept beyond his reach.

Having few wants and few or no ideas as to the accumulation of property, as the needs of childhood and old age are provided for by paternal and filial obligation, he is not an ambitious worker on his own account beyond present necessity.

The theory that all men are equal, especially a Filipino and an American, has led some of the recently educated and modern dressed younger Filipinos to impute the fact by quite decidedly questionable manners. It is, however, doubtful if the better Filipino minds approve.

Where public utilities, roads, bridges and buildings have been established and a higher standard of living imposed, the Filipino has risen to the situation and there has been an increase of wages though not relative to those obtaining in America.

The most congested agricultural population known exists on the Visayan islands of two of these islands, Cebu and Siquior, the country is so rough that hill-side agriculture is prosecuted to the very mountain tops on unterraced fields lying at an angle of 40 to 45 degrees. These islands are subject to droughts, and the population is increasing, hence the margin against starvation is so small the Philippine government would welcome some movement to other islands or even other insular parts of the United States.

While no survey has been made of arable land (or census since 1903) the writer, after much study, travel and observation, ventures to estimate as follows:—Island Siquior population per arable square mile, 980; Island Cebu population per arable square mile, 700; Island Macan population per arable square mile, 1,340; Island Bantayan population per arable square mile, 840; Island Camotes population per arable square mile, 600.

The Ilocos Provinces of Luzon could well spare 65,000 and the southernmost provinces also a large number.

The reason why the Filipino does not emigrate is that he is something of a fatalist. His wants are few. He views to-day, not to-morrow. He loves his home, but it is a hut. He is from experience timid and suspicious. He does

not know the outside world, still he is not as ignorant as others imagine. When, in years past, he has left his island home he has not realized the benefits expected. The Filipino has the making of a pretty fair every day man, with human weaknesses, if he gets a chance. One would be foolish to idealise him and equally foolish not to give him his just dues. The Filipino is learning and if American political and educational altruism and the interests do not throw him off rational equilibrium and exploit, to his practical aversion, the opportunities in the Philippines, he will give a fair account of himself.

POLO.

ENGLISH TEAM TO VISIT AMERICA IN JUNE.

Major F. Egerton Green, manager of the Hurlingham Club, states that the following telegram has been sent to the secretary of the American Polo Association:—

The Hurlingham Committee thanks the American Polo Association for their cablegram, which has been fully considered. Team will be sent to play June if matches completed before the 10th.

The news that the Hurlingham Polo Committee has accepted the proposal of the American Polo Association to play the Test matches at Meadowbrook in June will be received with peculiar satisfaction, not only by those who subscribed money to enable Captain Hurdless Lloyd to organize a team, but also, says the "Times," by the larger public which always applauds a sporting attempt to recover or maintain our prestige in the domain of sportsmanship.

The acceptance is conditional upon the matches being decided before June 10 next, but there is no reason to anticipate that this stipulation will not be perfectly agreeable to our rivals. And it is quite certain that American hospitality will excel itself, in honour of Captain Lloyd and the polo players who will accompany him across the Atlantic.

Intimations.

PO SING, JEWELLER & SILVERSMITH, No. 1, POTTINGER STREET.

CANTONESE SILVER WORK of every description done here. Moderate Prices. Xmas and New Year Presenting great variety of silver plates suitable to all tastes and purses. [685]

HUNG ON & CO., SHOW ROOM AND STORE at the Premises formerly occupied by A. GREEK & CO., 17A, QUEEN'S ROAD, CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or hire at moderate rates. Hongkong, 1st June, 1910. [419]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.30 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.30 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 9.30 a.m. " 30 min.
9.30 a.m. to 10.30 a.m. " 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office. Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 1st April, 1909.

Intimations.

THE HONGKONG RIFLE LEAGUE.

THE ANNUAL GENERAL MEETING will be held (by kind permission of Lt.-Col. Chapman, V.D.) at Volunteer Headquarters TO-MORROW, the 30th March, at 5.15 p.m.

M. S. NORTHCOTE, Hon. Secretary, Hongkong, 28th March, 1911. [1010]

KOWLOON BOWLING GREEN CLUB.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Kowloon Bowling Green Club will take place at the Club House on MONDAY, the 3rd April, at 5.45 p.m., to discuss the advisability of building an IMPROVED CLUB HOUSE.

By Order, D. GOW, Hon. Sec., Hongkong, 23rd Mar., 1911. [1011]

LOST: On Sunday, March 26th, between Wyndham St. (Flower Market) and Kowloon Ferry, A GOLD CHAIN BRACELET with CRYSTAL PENDANT. Reward given to anyone returning same to A. W. C/o "Telegraph," Hongkong, 27th Mar., 1911. [1001]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Cans of 375 lbs. net. In Bags of 250 lbs. net. SHEWAN, TOMES & CO. General Managers, Hongkong, 16th Aug., 1910. [14]

A LING & CO. FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING & ENLARGING. 19, Queen's Road. [803]

To Let.

TO LET.

FURNISHED, SASSOON VILLA, Pokfulam, for 9 months from 1st April, 1911. Tennis Court and Stable. For further particulars, apply to THE DAIRY FARM CO., Ltd. Hongkong, 24th Mar., 1911. [1006]

TO LET.

FLATS in Nathan Road, Kowloon. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap Rent. NEW AND COMMODIOUS SHOPS, 17 Nathan Road, Kowloon. Immediate possession. Cheap Rental. Apply to HUMPHREYS ESTATE & FINANCE CO., Ltd. Hongkong, 15th Mar., 1911. [908]

TO LET.

TOP FLOOR of 28, NATHAN ROAD, Kowloon. (The Dairy Farm Co.'s premises) for 9 months, from 1st April, 1911. For particulars, apply to THE DAIRY FARM CO., Ltd. Hongkong, 28th Mar., 1911. [1007]

TO LET.

ODOWN No. 5A, DUNDRELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED. Hongkong 1st Mar., 1911. [61]

TO LET.

A SMALL STORE next door to No. 20, Corner of D'ARCAVILLE STREET, from To-day. Apply YEN YEE & CO. Hair Dressing Saloon. Hongkong, 7th Mar., 1911. [916]

TO LET.

No. 10, MACDONNELL ROAD. OFFICES in King's Buildings 4th Floor. AN OFFICE on 1st Floor, 16, Des Voeux Road CENTRAL. GODOWNS, 151 to 155, PRAYA EAST. SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door. Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED. Hongkong, 24th Mar., 1911. [146]

Mails.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To sail on
JESSELTON, KUDAT and SANDAKAN,.....	"BOHNE"..... Capt. F. Sumbill (T. 5,050)	SATURDAY, 1st April, at 9 A.M.
Kobe & YOKOHAMA	"PRINZ WALDEMAR"..... Capt. F. Iscke (T. 6,100)	About TUESDAY, 4th April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....	"LUTZOW"..... Capt. B. Welhelmi (T. 17,300)	WEDNESDAY, 5th April, at Noon.
SHANGHAI, TSINGTAU, Kobe and YOKOHAMA.....	"PRINZ LUDWIG"..... Capt. F. v. Binzer (T. 18,300)	About WEDNESDAY, 5th April.
MANILA, YAP, MARONN, SAMARAI, NEUGUINEA, BRISBANE, SYDNEY & MELBOURNE.....	"PRINZ WALDEMAR"..... Capt. F. Iscke (T. 6,100)	SATURDAY, 22nd April, at Daylight.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG. Hongkong, 24th March, 1911. [7]



SHORTEST & QUICKEST ROUTE

THE FAR EAST & EUROPE. via DAIREN.

WINTER SCHEDULE. (Effective till 30th April, 1911.)

EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun four times a week in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.			
1st Class Fare	Steamer	Train	Station
\$10	Shanghai (Steamer) ...Lv.	Thurs. Sat. Sun.	Thurs. Sat. Sun.
Y14.95	Dairen (S.M.R. Train) Lv.	6.00 p.m. Mon. Tues. Wed. Fri. Sat.	Thurs. Sat. Sun.
Y11.50	Mukden (S.M.R. Train) Lv.	2.45 a.m. Mon. Tues. Wed. Fri. Sat.	Thurs. Sat. Sun.
Y11.50	Changchun (S.M.R. Train) Lv.	3.00 " Mon. Tues. Wed. Fri. Sat.	Thurs. Sat. Sun.
R 9.60	Harbin (S.M.R. Train) Lv.	9.55 " Mon. Tues. Wed. Fri. Sat.	Thurs. Sat. Sun.
	Harbin (S.M.R. Train) Lv.	7.25 " Mon. Tues. Wed. Fri. Sat.	Thurs. Sat. Sun.

Connecting at Harbin with State Express for Moscow.

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Public Companies.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Hongkong, on MONDAY, the 3rd day of APRIL, 1911, at 11.30 o'clock in the forenoon, when the subjoined Resolutions will be proposed:—

(1) That Article No. 80 of the Articles of Association of the Company, which now reads:—
"An remuneration for their services the General Managers shall retain or be paid out of the funds of the Company a salary at the rate of Seven thousand and Two hundred dollars per annum; and a commission of five per centum on the net profits of the Company in every year in which the net profits shall amount to seven per centum of the capital of the Company"
be amended by substituting therefor the words:
"In which the net profits shall amount to seven per centum of the capital of the Company"
in the sixth and seventh lines thereof.

(2) That Article No. 92 of the Articles of Association of the Company, which now reads:—
"The Consulting Committee other than the General Managers shall be paid out of the funds of the Company by way of remuneration Two thousand Five hundred dollars for each year that the net profits amount to seven per centum of the capital of the Company and such remuneration shall be divided among them in such proportion and manner as the Consulting Committee may determine and in default equally"
be struck out and that in lieu thereof the following Article be inserted:—
"Article No. 92
Each member of the Consulting Committee not being a member of the General Managers' firm shall be paid out of the funds of the Company by way of remuneration for his services the sum of Five hundred dollars per annum."

(3) That Article No. 104 of the Articles of Association be struck out and that in lieu thereof the following Article be inserted, namely:—
"Article No. 104.
All dividends unclaimed for one year after having been declared may be invested or otherwise made use of by the General Managers for the benefit of the Company until claimed; and all dividends unclaimed for five years after having been declared may be forfeited by the General Managers for the benefit of the Company. This clause shall not be deemed to constitute the Company a trustee of unclaimed dividends and no dividends shall bear interest as against the Company and a dividend shall not be deemed a specialty."

(4) That the above Resolutions shall be retrospective in their effect and that the alterations in the Articles of Association of the Company thereby affected shall be deemed to have been effected and to have come into force as on the first day of January, 1910.

Should the above Resolutions be passed by the required majority they will be submitted for confirmation at Special Resolutions to a second Extraordinary Meeting which will be subsequently convened.

Dated this twenty-fourth day of March, 1911.

By Order, JOHN D. HUMPHREYS & SON, General Managers.

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Public Companies.

F. P. DANENBERG, The Royal Aerial Waters Manufactory Company, Limited.

NOTICE is hereby given that the FIRST ORDINARY MEETING of the above Company will be held at Messrs. Harry Wickham's Office, St. George's Building, TOMORROW, the 30th day of March, 1911, at 4.30 p.m., for the purpose of complying with Sec. 90 of the Companies Ordinance of 1869.

Hongkong, 23rd Mar., 1911. [989]

UNION INSURANCE SOCIETY OF CANTON, LIMITED. NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1910, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 15th April to the 26th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 22nd March, 1911. [986]

CHINA TRADERS' INSURANCE COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 p.m., for the purpose of receiving the report of the Directors together with the statements of account to 31st Dec., 1910, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 15th April to the 26th April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 23rd March, 1911. [986]

FURNITURE WAREHOUSE. LI KWONG LOONG & CO. 司公隆廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened the FURNITURE STORE at No. 59, Des Voeux Road Central, The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firm, and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co. 18th May, 1891.

ORDERS punctually attended to and CHARGES most moderate. AN INSPECTION INVITED. Hongkong, 8th August, 1908.

THOS. COOK & SON, Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG. SHANGHAI: 2-3, Forchow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHIED.

FOREIGN MONIES exchanged. 932] QUIET OFFICE:—LUDGATE CIRCUS, LONDON, E.C.



Intimations.



**A. S. WATSON &
CO., LD.**

ESTABLISHED A.D. 1841.

WINE AND SPIRIT
MERCHANTS.

WATSON'S

E

VERY OLD LIQUOR

SCOTCH

WHISKY

A Blend of the Finest Pure

Malt Whiskies distilled in
Scotland

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS

STOUT

in PINTS and SPLITS.

**A. S. WATSON &
CO., LD.**

ALEXANDRA BUILDINGS,
Hongkong, 7th July, 1910. [28]

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

Cable Address: Telegraph
Hongkong.

A. B. C., 5th edition
Western Union.

THE

Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 29, 1911

HONGKONG'S CHILDREN.

The lamentable death of the little daughter of Mr. and Mrs. Green draws attention to the terrible danger which menaces Hongkong children in the charge of careless adults. It is said the little girl ate of some poisonous berries and died shortly afterwards, and what she, poor child, did may easily be copied by other Hongkong "kiddies" with equally sad results. The danger is serious and is one that can only be met by concerted action of parents and the public authorities. We fear that Hongkong would not find it easy to adopt the Australian legislation in regard to poisonous growths. In the Commonwealth the presence of noxious or poisonous weeds on property is punishable by a heavy fine, if these are not destroyed after attention has been called to them by the properly appointed officers. This is a wise if drastic step, and while we would welcome it in Hongkong we cannot suggest any way of doing it here with success. The obvious alternative is to provide some place or places suit-

able as to surroundings, shelter and beauty where children could obtain the exercise and fresh air that is so necessary for them. These places, parks, playing grounds, call them what you like, could be kept free of such dangers to life as the Deadly Night Shade or other poisonous if attractive growths. Our children are very badly off in this respect. In Tientsin and Shanghai they have properly arranged and exclusive gardens, policed by the Municipalities, where they may enjoy the bright hours of the day without being exposed to any danger whatever. Here, the public roads seem to be considered good enough for our future citizens, and we need hardly point out to parents and guardians that the physical dangers of these are even less than the moral ones. It is not good for children of European birth to be forced to take the highways and byways as their playing grounds, even if their minds be the most conscientious and scrupulous of their kind. There is always a number of "out-of-works" along these roads who are only too anxious to enter into conversation with adults, to the physical and moral danger of the latter's charges. A paternal government that would willingly exclude all women from public bars in order to improve the "tone" of the Colony, might expend a little of its legislative energy upon the problem of the children. They need to be protected from their own ignorance, from the carelessness of adults and even the best nurse-maid is careless at times—and above all they need to be protected against those moral dangers at which we have hinted. The Public Gardens, were they accessible to all children and were they exclusive, which they are not, would be a good example of what is required. We earnestly trust that something will be done in this direction, and that parents who are not so fortunately situated as to have salubrious grounds of their own wherein their children can play, will bring what pressure and influence they may to bear on the problem in Kowloon.

HONGKONG DAY BY DAY.

The annual Oxford and Cambridge dinner will take place at the Hongkong Hotel.

The move of No. 4 Coy. H.K.S.B. R.G.A., from Singapore to Hongkong, is postponed.

An excellent programme is nightly being presented at the Bijou Theatre in Flower Street.

A reader wonders whether there are sufficient men from Lancashire here for an annual gathering.

A Fong sends us a very good photo of Mr. Van den Born flying in a plane, and another of the aeroplane on the sand.

Lieut. D. W. D. Kinn, I.A.S., arrived in the Command, per s.s. "Japan," on 27th instant (from temporary duty at Colombo and Singapore).

By instruction of Commander Beekwith, R.N., the steam launch Marlow will be sold by public auction on 8th April, at 11 a.m., at the Harbour Office wharf. The launch was built at the Kowloon Docks.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—C. C. Knight, Esq., \$20; C. Pemberton, Esq., \$15; J. R. Wood, Esq., \$10; W. Pringle, Jr., Esq., \$10; A. G. Gordon, Esq., \$10; J. Lomax, Esq., \$10; Wondt & Co., \$10; J. F. Miller, Esq., \$5; Uldersop and Schluter, \$5; Hinely & Co., \$5; Jorge & Co., \$5.

GOVERNMENT TRADING.

AN INTERESTING QUESTION FOR HONGKONG.

The protest of the Hon. Mr. Kowloon at the recent meeting of the Hongkong and Kowloon Wharf and Godown Company against the "disposition on the part of the authorities" to enter into competition with the Company by building wharves and godowns on the Hinghom reclamation, is made the subject of some interesting remarks in the current number of "Capital and Commerce."

The paper asks 'how far the trading of the Government, which in the course of such trade must necessarily come into competition with the average trader, is compatible with good government?' and it goes on as follows:—There are certain industries the entry into which of Government or other public corporations, with unlimited actual capital or potential capital in the form of credit at their command, is not very desirable. It makes people lose the incentive to compete with each other and create a healthy tone and expanding business.

Government trading, whether in the form of monopolies or in any other form—is permissible when the average trader has no chance of undertaking the operations in large numbers, and in cases where competition will not be healthy. In this connection it must be understood that competition, while healthy to a certain extent, is detrimental to the trade of the country in a number of instances. An example may be found in the competition of the railways in the United States which usually results in the wealthiest corporation swallowing up the ones with moderate capital, and then bringing the public, as it were, to its knees. In such instances it is right that Governments should undertake the work themselves—enterprises intimately connected with the daily life of the population—where even if the enterprises should be private the government will have to interfere in its working to a very great extent, in order that the public may not be tyrannised.

We need scarcely add that these reasons for government competition do not apply to the problem as exhibited in Hongkong.

PREVALENCE OF ROBBERIES.

IN THE COLONY.

The prevalence of robberies in the Colony seems to show no sign of abatement. In Possession Street last night two Chinese highwaymen attempted to hold up two Chinese women. Fortunately, assistance was at hand and the robbers ran into the arms of a district watchman, who managed to secure both men and handed them over into police custody.

At Samshipo village, two Chinese robbers broke into a dwelling yesterday and, after intimidating the occupants, got away with goods and valuables to the value of \$76.

An abortive robbery is also reported from Hungshom. In this instance the thieves took flight and fled.

NEW INSURANCE COMPANY.

AT CANTON.

[THE "TELEGRAPH" CORRESPONDENT] Canton, 28th March. Mr. Choung Tin Nan, the Manager of the Wan Hong Life Insurance Company at Shanghai, has been on a visit here, and intends to establish a life insurance company in the city with a capital of about five hundred thousand dollars, to be called up in shares. His idea of starting a life insurance company in Canton is to prevent the leakage of Chinese wealth into foreign countries. He has petitioned the Canton Viceroy on the subject. His Excellency has instructed the local authorities to allow the petitioner to find a site for the proposed concern, and to afford him protection.

POLICE COURT.

ALLEGED THEFT OF SANDALWOOD.

Before Mr. J. R. Wood this morning at the Magistracy—two men and two women—by name Sheung Shiu Tso, Ho Ngau, Loung Ho, and Chan Tso—were charged with being in unlawful possession of eleven piculs of sandalwood alleged to have been stolen from a vessel in the harbour. The sandalwood was seized by Sergeant Wills on board a junk at Vanchai anchorage. The defendants pleaded not guilty and were represented by Mr. J. H. Gardiner. Mr. F. B. L. Bowley conducted the prosecution on behalf of the Crown. A fifth defendant, Liu Yau, was absent.

Mr. Bowley said he desired to prefer a charge of receiving stolen property against the whole lot.

His Worship—What application do you make on behalf of the absentees?

Mr. Bowley—I think a warrant for their arrest.

His Worship—He is out on bail of \$20.

Mr. Bowley—I would ask for arrestment of the bail and a warrant for his arrest.

Mr. Gardiner—Do I understand that this is in substitution of the other charge?

Mr. Bowley—In addition to the other charge.

His Worship—A warrant will be issued for the arrest of Liu Yau and the bail will be exonerated. I take it that this is an alternative charge, Mr. Bowley?

Mr. Bowley—It is an additional charge.

His Worship—Would you ask me to convict on both charges?

Mr. Bowley—At present it all depends upon the facts. I wish to put forward both charges.

The defendants all pleaded not guilty.

Mr. Bowley—I take it that your Worship will fix a substantial bail. It is a very serious offence that is charged.

His Worship—I will have to raise the bail.

Mr. Gardiner—I trust your Worship will not make it prohibitive. The junk people are here and the junk also here.

His Worship—Are you holding the junk, sergeant?

Sergeant Wills—No, your Worship.

The hearing of the case was fixed for Friday next at 2.15 p.m.; bail \$200 each.

Before Mr. J. R. Wood at the Police Court this morning, Sergt. Gorrard of Stanley prosecuted a Chinese for despoiling trees on the hill-side—a somewhat common offence in the outlying districts of the island. His Worship imposed a fine of \$4.

A ricksha coolie who was charged before Mr. E. R. Hallifax with assaulting and robbing a European to the extent of \$60 at Happy Valley on Saturday was convicted of robbery from the person and sentenced to 12 months' hard labour and six hours' stocks.

Before Mr. Hallifax a Chinese tailor of Stanley Street was charged by Mrs. Sachs of Kingsclere Hotel with stealing a \$100 bill. He pleaded not guilty and the case was remanded till to-morrow.

The allegation is that the defendant took the bill from amongst other notes which were left lying on a sofa when he was in the house for tailoring purposes.

LOG BOOK.

PILOTAGE DUES AT ANTWERP.

A good deal of controversy has been raised of late by shipowners and others as to excessive pilotage charged to vessels coming to Antwerp. It will surprise many to know that in a treaty signed in 1863 between Rotterdam and Antwerp a clause exists which is as follows:—"The pilotage dues on the Scheldt shall never exceed those in force to the estuaries of the Meuse." This clause has been openly violated by Holland since April 1875, and through ignorance or want of attention, neglected by the Belgian Government. An example is given of the manner in which the present scale of pilotage works against Antwerp, and in favour of Rotterdam. A vessel of sixty decimeters (about 20 ft.) draft of water pays from the sea to Antwerp \$53.37. A vessel of the same draft pays from the sea to Rotterdam \$12.85, or a difference against Antwerp of \$40.52. The pilotage outwards works out with about the same result.

A SHIPPING DISPUTE.

In connection with the collision in Moji harbour, between the steamers Bandoran, 4,474 tons, and Shunsho, 1,546, owned by a Korean, Captain A. Thomson, of the Bandoran, has lodged an application in the Kobe Ku Saiban-sho for the preservation of evidence against Bai Jentsung, the owner of the Korean steamer, residing at Gensan, Korea. The application says that while the applicant's steamer, which, had arrived at Moji from abroad on the 26th ultimo, was moored to No. 2 buoy off Moji Harbour Office, the respondent's steamer entered the harbour on the 4th instant and came into collision with the former vessel. As a result the applicant's steamer was damaged owing to carelessness on the part of those in charge of respondent's steamer. The applicant therefore prayed that, before the Court would proceed to hear and order two experts to examine the extent of the damage sustained by the vessel.

CHANGES ON BOARD.

The following movements are reported:—Mr. G. Langford, chief officer, Linan, has gone acting master, Hoilow; Mr. C. R. Meekum, from leave, has gone chief officer, Linan. Mr. A. MacKay, acting chief engineer, Chin-hui, has gone chief engineer, Chingking; Mr. T. McIntyre, chief engineer, Chingking, has gone chief engineer, Chin-hui; Mr. W. J. French, acting master, Hoilow, has gone on reserve. Mr. J. S. de Wolf, chief officer, Shao-shing, is on leave. Mr. R. J. Stephen, supernumerary, Peking, has gone acting chief officer, Shao-shing; Mr. N. McArthur, third engineer, Shao-shing, has gone third engineer, Anhui; Mr. A. McGregor, third engineer, Shao-shing, has gone third engineer, Shao-shing; Mr. P. M. Maitland, acting second engineer, Newchwang, is on leave. Mr. R. Podin, from leave, has gone acting second engineer, Newchwang; Mr. G. E. Ramsay, third engineer, Newchwang, is on leave. Mr. R. Fox, supernumerary, Peking, has gone third engineer, Newchwang; Mr. A. G. Smith, chief officer, Onsang, has gone acting master, same ship. Mr. F. J. Gill, second officer, Onsang, has gone acting chief officer, same ship. Mr. H. P. Robinson, third officer, Onsang, has gone acting second officer, same ship. Captain F. Wheeler, of the Loongsang, has gone master, Kuinsang; Mr. A. C. Kennedy, chief officer, Loongsang, has gone acting master, same ship. Mr. D. McArthur, supernumerary, Chingking, has gone acting chief officer, Loongsang. Captain W. G. Leask, of the Kuinsang, is awaiting orders. Mr. R. G. Marquis, chief officer, Kuinsang, has gone chief officer, Kuinsang; Mr. E. W. Schenk, chief officer, Kuinsang, has gone chief officer, Kuinsang; Mr. A. V. Howes, supernumerary, Kuinsang, has gone second officer, Kuinsang; Mr. W. Brewis, second officer, Kuinsang, has resigned. Mr. P. J. Gibson, from leave, has gone supernumerary second officer, Kuinsang; Mr. A. G. Gardner, has been appointed fourth officer, Kuinsang; Mr. C. P. Holmes, awaiting orders, has gone second officer, Kuinsang; Mr. J. L. Sheffer, second engineer, Kuinsang, is awaiting orders. "Lead-ing Light."

A NEW PROJECT.

DIRECT CHINESE SERVICE TO EUROPE.

The most striking note of progress that we have heard for the year, says the "Hankow Daily News," is the projected enterprise of a few Chinese merchants of Peking who contemplate establishing a shipping service direct between China and Europe.

The proposed capital is to be twenty-five million taels; it is to be private money; the fleet is expected to be comprised of thirteen large steamers; the run will be between Shanghai and a British port; the first deal is expected to be for the P. & O. Company's "Malacca," later a special river service will be started to cater for trade between Shanghai and up-river ports to Ichang.

Such are the facts in brief. The China Merchants Steam Navigation Company are to be the local agents. Now, what of the possibilities?

In local shipping circles, although definite opinion by those who should know most of the opportunities as lay open, for such a company is not freely expressed, it is believed that now is the time for a Chinese company to cater for direct transshipping trade between China and Europe. China's imports are continually increasing, and with the opening up of the country we may assume that the demand for foreign merchandise will be increased a hundredfold; her exports are going ahead by leaps and bounds. It may be said that China's export trade with Europe is but in its infancy. As to the possibilities of getting the trade, we think there can be no doubt that a very high standard will have to be laid, down if the venture is to take a stand side by side with Occidental companies. If this company determines from the first to do away with all "makasie-ism," in supportable in so many Chinese undertakings in recent years, to free the venture from "squeeze-ing" and all doubtful and dishonest practices, to keep a keen eye on the exchequer so that the capital cannot percolate down through undiscernable leaking channels, and to invest only strictly capable men with administrative and executive powers, its future should be highly successful.

THE YUNNAN AFFAIR.

THREATS OF A BOYCOTT.

(The "Telegraph" Correspondent.)

Canton, March 28.

His Excellency the Canton Viceroy is in receipt of a telegram from the Ministry of Foreign Affairs, saying that many Chinese newspapers are circulating unfounded rumours regarding the Pienma dispute between Great Britain and China, and are commenting on the subject in inflammatory and hostile terms. As a result, many students pursuing their education in foreign countries have been misled by these articles, and are reported to be writing to their provincials in the mother country, suggesting a boycott of the foreigners concerned by way of retaliation. The Ministry considers such mischievous action will not only tend to mislead the people, but break the friendship between the two countries, and asks the Viceroy to keep a sharp look-out for these evil-doers from time to time, so as to prevent the creation of trouble of this kind.

FAMINE IN CHINA.

MAGNIFICENT GIFT.

Mr. Quan Kai, comprador of the Pacific Mail Steamship Company, recently received a cable-gram from Mr. T. B. Wilcox, President of the Portland Flour-Mills Company, Portland, Ore., of which company Mr. Quan Kai is the agent at Hongkong, placing at his disposal, to be disbursed as he deemed wise, the sum of \$5,000.00 (gold) for the relief of famine sufferers, this amount having been subscribed by the citizens of Portland. With the assistance of the Viceroy of Canton \$10,000.00 Chinese currency is now being used to purchase rice and provisions, for distribution in the Canton district, while the balance of the fund, \$2,193.00 Chinese currency, is being disposed of in the same way in the province of Anhwei.

THE ARMY ESTIMATES.

PROGRESS OF AVIATION.

The Army Estimates for 1911-12, issued last month, show that the total sum required for the ensuing year is £27,690,000, as compared with £27,760,000 for last year, or a reduction of £70,000, providing for 186,400 officers and men, an increase of 2,200.

In the course of the customary Memorandum, Mr. Haldane explains that the extinction of annuities created under the Barrack Loan produces for next year a reduction of £304,000, but against this have to be set an increase of £20,000 under the Military Works Loan, £80,000 for military expenditure in connection with the Coronation, and increased grants of over £200,000 to the Territorial Force, though the net increase on the Territorial vote is only £105,000.

The prevailing activity in trade is having its usual effect in diminishing the supply of recruits in some quarters, but the War Secretary anticipates that the establishment of the Army as a whole, including the British Army in India, will be full on March 31st next.

Recent experience has disclosed a disquieting lack of elasticity in the supply of qualified candidates for entry at Sandhurst, and certain alterations in syllabus, etc., are therefore made in addition to the establishment of a number of prize endowments at Woolwich and Sandhurst.

Various alterations are made with regard to the terms of service for men in the Special Reserve, while in the case of Reserve officers it has been decided to reduce the period of twelve months for infantry officers to six, and it is pointed out that further measures may be found necessary hereafter to fill vacancies for officers.

THE TERRITORIALS.

The only important change in the Territorial force is the addition of three more cyclist battalions. The strength of this force on January 1 of this year falls below that of the corresponding date last year by five officers and 4,880 men, but present indications, says Mr. Haldane, are encouraging.

As regards aeroplanes, £85,000 is provided in the estimates for new dirigibles and aeroplanes and for staff and other expenses, while £28,000 is taken for the construction of a large new shed at Farnborough and the improvement of that at Wormwood Scrubs. There are now five aeroplanes available for Army work of the Wright, Farman, Paulhan, Blériot, and Hanriot types respectively, and patterns for further supplies will be selected in accordance with results of trials with these, in addition to two small aeroplanes made in the Army factory and one large Clement-Bayard airship.

Mr. Haldane hopes that a second large airship of the Lebaudy type and one of medium size, now well advanced in manufacture, will be ready for use this summer.

In addition to the estimated number of all ranks of the establishment, a further 75,884 form the Indian Army, which is charged to the revenues of India.

THE SPECIAL RESERVE.

Dealing with the Special Reserve, Mr. Haldane says the necessity for making some alteration in the organization has become manifest, and as a proportion of those men who are members of the Army Reserve would willingly serve in the Special Reserve, but are barred by the age limit, the terms of enlistment will be altered so as to admit of the entry of these men. The present annual period of twenty-one days for field training will be increased to twenty-seven days, and recruit drill shortened from six to five months. Steps to meet the efficiency of subalterns in Special Reserve battalions will be carefully considered.

ACKNOWLEDGMENT.

Mr. and Mrs. Green beg to thank all those friends who so kindly sent wreaths and expressions of sympathy in the bereavement of their daughter Daglene. [1013]

THE DES VŒUX ROAD TRAGEDY.

INQUIRY TO DAY.

At the Magistrate's this afternoon before Mr. E. J. Hallifax and a jury—an inquiry was commenced into the circumstances attending the tragic affray which occurred at 218 Des Vœux Road, a Chinese boarding house, on the 12th instant, when a Chinaman ran amok, killed three men and injured several others. It may be remembered that the madman, whose brain had been turned by an imaginary wrong, armed himself with two heavy choppers, which he used with disastrous results on his fellow lodgers and afterwards barred himself into an empty room, where he defied all the efforts of the Police to dislodge him and was eventually shot down through a window by accident, it is stated, as the shots were only fired into the room for the purpose of frightening the murderer and inducing him to surrender.

The jury were as follows: Messrs. Thomas Bateman, S. H. Dutton and Hussein Hussain.

Plans of the boarding house were put in for the guidance of the jury.

His Worship having related the sequence of events in connection with the occurrence, formal evidence was called.

The first witness was Dr. Moore, who said that on 12th March at 5.30 a Chinese was admitted to hospital suffering from great loss of blood from wounds. He had three scalp wounds, one nearly through the bone, a wound on the left cheek and another behind the left shoulder. The left hand was split. He died the same night.

There were no shot wounds on the body. The same day at 6 p.m. another Chinaman was admitted suffering from body and scalp wounds. He died the same evening, death being due to hemorrhage. The wounds might have been caused by the two choppers produced.

Dr. Macfarlane gave evidence regarding the post-mortem examinations held on the Chinese killed in the affray. The man Lai King, who ran amok, had two bullet wounds in the left forearm and another wound one inch long in the abdomen. Death was caused by the left mentioned wound. It was a downward shot, the bullet lodging in the left groin. One of the victims had twelve major and two minor wounds, death being caused by a wound on the skull entering the brain. The wounds had all been inflicted with the choppers. Death must have been instantaneous.

By Inspector Marison—Apart from the injury to the skull which must have caused instantaneous death, the deceased had a large wound on the base of the neck which would have caused him to bleed to death before long.

Mr. Hutchins, building inspector, P.W.D., put in copies of the plans of the boarding house.

Amour-Sergeant Averil gave evidence with respect to the bullet that caused Lai King's death. It bore he said, the marks of rifling. The bullet must have struck some hard obstacle before breaking up and entering the deceased's body.

Inspector Marison stated that a hole in the concrete in the kitchen showed where the bullet had struck.

Lee Sing, one of the men who was asleep in the cockpit in the boarding house when Lai King ran amok, stated that there were four men sleeping in the apartment on the night in question. About four o'clock he was awakened by cries of "Save life" downstairs. He saw a man whom he did not recognise at once running up the stairs with two knives. Witness hid himself under the stairs. Thoman struck at him with the weapons but witness warded the blows with a bamboo stool and afterwards escaped to the street. The man had already run out. After attacking him, Lai King went upstairs. Witness did not recognise his assailant until daylight. He sustained a small cut on the left hand.

Leo Tong, another inmate of the boarding house, said that he was also sleeping in the cockpit on the night in question. About 12 midnight or one o'clock a.m. he awoke and saw Lai King, who

slept in the opposite bed to him, sitting up and apparently restless. He asked Lai King why he had not gone to sleep and his reply was "not to make a noise." About four o'clock he was awakened again by a disturbance downstairs and on looking down over the railing he saw a man armed with two knives slashing at one of the beds on the ground floor. Witness then went downstairs but ran back upstairs and hid on the roof.

Lai Tan, also an inmate of the house, deposed that he knew Lai King, who had been formerly employed in the boarding house but had been dismissed last year. He came back several days previous to this affray. The master called him to come back. He was formerly a house coolie. Witness did not know whether he got any wages or not. In the first night Lai King became mad—he was in one of the rooms for a long time holding a bar of iron in his hand—and the master gave him 82 and sent him away. Witness was afraid of the man. He did not know what the trouble was all about. He took the bar of iron from Lai King on that occasion. On the morning of the 12th he was awakened by a disturbance downstairs and when he looked over the cockpit railings he saw several people lying down and blood spouting. He then heard footsteps coming upstairs, so he hid under the bed. Lai King came up at once and looked round the beds but found no one there. Then he looked under the stairs and found one of the previous witnesses. Witness heard cries of "Save life" from underneath the stairs and saw Lai King striking at some one with a chopper. Witness then ran downstairs.

His Worship remarked that this was the first they had heard about Lai King being a madman.

Inspector Marison said that the witnesses had stated that the man had had a nickname meaning that he was silly.

Other evidence was given, and the case was still proceeding when we went to press.

SUPREME COURT.

SUMMARY JURISDICTION COURT.

At the Summary Jurisdiction Court, this afternoon, Mr. Justice Hazlewood gave judgment in the action of W. G. Humphreys & Co. v. P. S. Salotti & Co. Plaintiffs claimed \$981.12 against the defendants for damages for breach of contract entered into by the defendants on the 12th July, 1910, whereby they contracted to sell to the plaintiffs 600 cases of poplins of a certain quality.

Mr. Harris appeared for the plaintiffs and Mr. Goldring for the defendants.

His Honour after an exhaustive review of the facts of the case, gave judgment for the plaintiff with costs. If the parties were not agreeable as to the figures submitted to the Court, there would be a reference to the Registrar. Stay of execution was granted pending appeal.

IN SUMMARY JURISDICTION.

In the Summary Jurisdiction Court this morning, Mr. Justice Hazlewood delivered the following judgment in the action Cheong Tung-Sun v. the Sui Yuen firm. Plaintiff's claim was as assignee under a deed of assignment made between Mr. Fletcher, the Official Receiver, trustee of the estate of Tai Sang, as vendor of the one part and the plaintiff as purchaser of the other part whereby the debt now sued for was assigned to the plaintiff. Plaintiff as such assignee claimed to recover the sum of \$812.87, being a balance of account for goods sold and delivered.

His Honour delivered a lengthy judgment and concluded as follows:—I have expressed my conclusion with respect to the evidence adduced, as I have found as a fact that exhibit 10 was not given until after the service of the writ herein. I must therefore hold that exhibit 10 is a fraudulent document. There will therefore be judgment for the plaintiff with costs. It was agreed by Counsel that the parties in suits 816 and 817 shall be bound by my judgment in this case. There will therefore also be judgment for the plaintiffs with costs in those two suits.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

A cruiser race for a cup kindly presented by Sir Hornumjee Modj was sailed on Sunday, 12th instant, when the following boats competed:

La Cigale, Scratch; Mr. A. Bane, Aileen, 1m. 25s. per mile; Mr. A. Snowman; Elaine, 1m. 30s. per mile; King Commander Heigh-ton, R.N.; Dalveen, 3m. 0s. per mile; Hon. Mr. H. Koswick; Miranda, 3m. 0s. per mile; Mr. G. K. Hall Bratton; Snipe, 3m. 0s. per mile; Hon. Mr. H. E. Pollock; Oenone, 3m. 0s. per mile; Mr. G. N. Orme; Tavy, 3m. 25s. per mile; Lieut. Rossmann, R.N.; Dorothy, 4m. 0s. per mile; Capt. Byddon, A.O.D. The course was from the starting line at the Club House round the island (starboard) and finishing off Police pier, Kowloon, 224 miles. The start was made at 9.30 a.m. Dalveen was late. The other boats got away in good time and stood for Eymann in fresh north east breeze. La Cigale led through the Pass, followed by Tavy, Miranda, Snipe and Aileen. Outside a heavy swell was encountered, and off Shoklo Tavy was passed by Miranda and Snipe. La Cigale rounded Agular with a comfortable lead, Miranda rounding 2nd, Snipe 3rd with Tavy a few seconds astern. A fine sailing breeze was met with on the south side of the island, the boats reaching along at a high speed. La Cigale entered a calm patch off Aberdeen, and was very nearly caught by Snipe and Miranda. The former, gaining considerably by a lucky slant, passed Miranda off Pokfulam, and when Sulphur Channel was reached these two boats were close together with La Cigale a short distance ahead. There was a strong wind in the harbour, and the boat up was done in quick time. La Cigale finished first, Miranda followed, Snipe and finished second. Tavy, sailing well, gained considerably and crossed the line just in front of Snipe, and saved her time, thus winning the cup.

Finishing times, actual and corrected are:—La Cigale 1.54' 57", 1.54' 57"; Miranda 2.0.0, 0.52; 30"; Tavy 2.5.0, 0.48' 7.1-2"; Snipe 2.6.30, 0.59' 0"; Dalveen 2.48.15, 1.41' 45"; Dorothy 2.49.12, 1.20.12"; Aileen not timed; Elaine 4.40.0, 4.16.15"; Oenone not timed.

GOVERNMENT HOUSE.

His Excellency the Governor paid an official visit to His Excellency the Viceroy of Canton on Friday last and was entertained at luncheon at the Viceroy's Yamen.

Early the following morning H.E. the Governor, with Captain Simson, (Private Secretary), accompanied by Mr. Chao, (Director General), Mr. Grove, (Chief Resident Engineer), Mr. Liu, (Traffic Manager), Mr. Hall (Accountant), and Messrs. Moore and Thompson, (District Engineers), left Canton to inspect the Chinese Section of the railway; Lady Lugard and Captain Taylor, A.D.C., returning by the "Stanley" to Hongkong.

The party proceeded by train 40 miles to the neighbourhood of Shoklung where they were entertained to lunch by Mr. Boothby, District Engineer, and His Excellency spent upwards of an hour in inspecting the great bridge over the East River, the last 224 feet girder of which is ready to be placed in situ.

Thence His Excellency, with Mr. Moore and Mr. Chao, proceeded by trolley for 12 miles and on horseback for 9 more to Cheung Mui Tsai, where they dined and slept as guests of Mr. Garibaldi, District Engineer.

On Sunday the party, accompanied by Mr. Garibaldi, rode another 8 miles and were conveyed by trolley 12 miles to Ping Tau, where they lunched with Mr. Moore, covering the remaining 8 miles by trolley to Lo Wu and took tea with Mr. Tonka, District Engineer, returning to Hongkong by the 5 p.m. train.

A large number of Chinese residents will leave for Canton to-night to attend the gorgeous procession got up by the different guilds in Canton in honour of the day for the total suppression of gambling. The procession takes place to-morrow.

CARD PLAYING AT SEA.

In the King's Bench Division, London, Mr. Justice Darling and a special jury had before them an action in which Mr. Arthur Pleydell, a turf commission agent, carrying on business in the Haymarket, and living at Streatham, sued Mr. J. D. M. Tinline, a young man of Teignmouth, Devon, to recover the sum of £153 on five bills of exchange drawn by a man named Edward Brown, alleged to have been accepted by Tinline and discounted by the plaintiff.

The evidence went to show that Tinline, who last winter went for a trip to Ceylon for the benefit of his health, made the acquaintance of Brown and two other men, who joined the ship on the return voyage at Port Said, and came as far as Naples. En route they played cards with Tinline and won £6 in cash from him.

Tinline's defence to the action was that the signatures on the bills of exchange were not his, or that he was induced by Brown and his friends at the time to sign "something" while he was in a state of intoxication.

Mr. Pleydell told the Court he discounted the bills in good faith for Brown, whom he had known for many years. He said he knew nothing of the circumstances in which the bills were obtained, and in reply to counsel, said he had never heard a suggestion that Brown was a cardsharp.

Tinline, in the witness-box, admitted habits of intemperance, and said he was not quite sober when the card-playing commenced. He added that he got more intoxicated as time went on, and remembered signing some documents or documents, but thought they were not otherwise written on at the time. It was stated that it had originally been the plaintiff's intention to make Brown a defendant, but his whereabouts being unknown, it had not been possible to serve him with a writ.

At the conclusion of Mr. Tinline's evidence, the jury stopped the case, holding that the signatures to the bills were either forgeries, or had been obtained by fraud, and that the plaintiff was not the innocent holder of the bill for value in due course.

Mr. Justice Darling entered judgment for Mr. Tinline, and said, after the disclosures that had been made, he would send all the documents to the Public Prosecutor in consequence of the serious allegations against Brown and those who were with him when the card-playing took place.

ROBBERY AT STANLEY.

Some time between Monday night and Tuesday morning the dynamiters at Potiwan quarries in the Stanley district were broken into by robbers, who made off with dynamite and detonators to the value of about £130, besides a quantity of quarrying tools—jumpers and chisels—to the value of about \$50. The quarries are owned by Mr. Li Po, the Shaikwan building contractor. Investigation is being made by the police.

Mr. Muckie lectures to-night at the Chinese Y.M.C.A. on a trip to England.

Miss Inna Lapommo made her debut at the Empire Cinematograph last night. She gives English and German songs, of the popular type, in pleasing style. Several encores were demanded.

A resident in Wyndham Street draws attention to the sufferings of a maimed dog which for some time past has been seen in that thoroughfare in a state of collapse. Both forelegs appear to be broken. It is said to belong to a Chinese living in Wyndham Street. Our correspondent suggests that the animal should be destroyed by the police.

The R. G. A. athletic sports were held this afternoon at Kowloon. The event being favoured with ideal weather conditions, a large number of spectators gathered to witness the various competitions, all of which were keenly contested. The Band of the K.O.Y.L.I. played during the afternoon and tea was served in various pavilions. A large number of ladies were present after 4 o'clock p.m.

THE PASSING OF SAIL.

The decline of the sailing ship is a subject which has repeatedly been discussed in these columns. It has been a matter of comment for a generation past, and to sailors of the old school the cause of much unalloyed lament. The younger generation of seamen, brought up under different conditions, and undergoing a widely different sea experience, take it for granted that the sailing ship is doomed, and, for the most part, dismiss the matter from their minds without very much regret.

That from the oversea fleet of this country the sailing ship is rapidly disappearing was never more strikingly apparent than it is just now. Even the most casual student of shipping sales must lately have noticed how many fine deep-sea sailers, hailing from London, Liverpool, or Glasgow, have passed into the hands of foreigners, and that, too, at almost absurdly low prices. In January alone—nearly a score of such vessels must have been sold out of British hands, and there is the prospect that the process of getting rid of our "wind jammers" will continue until the substitution of steam for sail is complete.

Certainly the figures for the past year leave no doubt that the process is going on at a rate which probably even shipowners as a class hardly appreciate. According to the annual return of the Registrar-General of Shipping, just issued, no less than 222,000 tons of sailing ships were removed from the British register last year, whereas only 21,000 tons were added.

Thus, on the year the net loss in wind-propelled shipping was 201,000 tons. At this rate, it is clear, the sailing ship as a deep-sea trader at least, will soon disappear, and even as a coaster its vogue is very much declining. But not only are we parting without sailing vessels. We are also ceasing to build them. According to Lloyd's Register only twenty-seven sailers of 5,431 tons were turned out by British builders last year, and of those only 2,859 tons were for British owners. (This is positively infinitesimal compared with the output of 473 steamers, of 1,137,738 tons, of which 916,847 tons were for British owners. Other countries are following our example in this respect, and the amount of new sailing ship tonnage put into the water declines every year.)

The causes of this very pronounced movement are, as every one knows, economic, and from that point of view the effects are in the main, good. Our mercantile fleet, now composed chiefly of steam vessels, is more effective and more seaworthy. On the other hand, the personnel of our sailors is neither so effective, nor—if we may use the same term in its full sense—so seaworthy. But it is commercial efficiency that counts, and in that we have certainly gained. Still, it is not wholly impossible that the chances of the future may see at least a partial revival of wind-driven vessels. There are theorists who see in the opening of the Panama Canal and the application of motor engines a future for large sailing ships, which, it is said, will be able to take full advantage of the trade winds on the one hand, and of the motor combustion engine on the other. Such ships would certainly be cheap to build and cheap to run compared with the steamer, and for long voyages in which the trade winds could be depended upon to do the bulk of the work it is quite possible that they may some day return to favour. But for the present the sailing ship is hastening to its end, particularly under the British flag.—"Shipping Gazette."

On Thursday last, on the occasion of Dr. Clark's last lecture of the health and sanitation series at the Chinese Y.M.C.A., the men who have been attending the lectures had planned a very pleasant surprise for him. After his previous lecture they made up a small sum, and presented him with two small vases as an expression of their appreciation of his very splendid work in these lectures. The vases were suitably engraved. The presentation speech was made by Mr. J. M. Wong, vice-president of the association.

To-day's Advertisements.

G. R. SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 6 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the Owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Lining, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Western Division of the City lies to the West of York Lane and Clively Street.

The Government Lime-washing Contractor is prepared to cleanse and lime-wash floors at the rate of 95 cents per floor on application being made to the Secretary of the Sanitary Board.

W. BOWEN ROWLANDS, Secretary.

Date 1 this 25th day of March, 1911. [1015]

NOTICE TO CONSIGNEES. FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR," having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignee's risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godowns Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & CO., LD., Agents.

Hongkong, 20th Mar., 1911. [1016]

Intimations

Soured Milk.

We are making a speciality of Artificially Soured Milk this summer. Try it.

Professor Metchnikoff, in a book on the Prolongation of Life, strongly advocates the use of Sour Milk as a sure cure for Indigestion, Dyspepsia and morbid conditions of the digestive organs.

The Dairy Farm Co., Limited.

POPULAR "ASAHI" BEER



4 Doz. Quarts \$12.00 per case
8 Doz. Pints \$12.50
Hongkong, 16th December, 1910

To-day's Advertisements

OXFORD AND CAMBRIDGE DINNER.

THE ANNUAL DINNER of Members of the above Universities will be held on SATURDAY, April 1st, at 7.45 p.m., in the Hongkong Hotel. Members intending to dine are requested to notify either of the Undersigned.

P. W. GOLDRING (Oxford).
H. L. O. GABRETT (Cambridge).
Hongkong, 20th Mar., 1911. [1014]

FOR SINGAPORE, PENANG AND CALUTTA.

(Taking cargo on Through Bills, of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"ARRATOON APCAR," Captain G. F. Hudson, will be despatched for the above ports on SATURDAY, the 1st April, at 4 p.m. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 20th Mar., 1911. [1017]

Mlle. GAUTHIER,

THE GREAT

OPERATIC and CONCERT ARTISTE,

will sing at the THEATRE ROYAL

in the Presence of H.E. the Governor and Lady Lugard

SATURDAY Next, 1st April,

Supported by the Full Orchestra of H.M.S. "Minotaur."

Seats \$3, \$2 and \$1.

Plan at the ROBINSON PIANO CO., LTD. [1012]

NOTICE.

We beg to give the Public notice that our Prices will be increased according to the new scale of duties imposed by the Government on the 16th instant,

from the 1st April next.

Until that date our goods may be obtained at the existing rate.

Our new Price List will be issued on the 1st April.

H. PRICE & CO., LTD.,

12, Queen's Road Central, Hongkong,

and

63, Haiphong Road, Kowloon.

Hongkong, 27th March, 1911.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong. From St. John.
"EMPRESS OF CHINA" "EMPRESS OF IRELAND"
Saturday, April 8th. Friday, May 6th.
"MONTEAGLE" Tuesday, April 18th.

From Quebec.
"EMPRESS OF INDIA" "ALLAN LINE"
Saturday, April 29th. Friday, May 26th.
"EMPRESS OF JAPAN" "EMPRESS OF BRITAIN"
Saturday, May 20th. Friday, June 16th.
"EMPRESS OF CHINA" "ALLAN LINE"
Saturday, June 10th. Friday, July 7th.
"MONTEAGLE" Wednesday, June 28th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special Rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials posted in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA	YUENSANG	Saturday, 1st April, 2 p.m.
MANILA	LOONGSANG	Saturday, 8th April, 2 p.m.
SHANGHAI, Kobe and Moji	NAMSANG	Tuesday, 11th April, Noon.
SINGAPORE, PENANG, SINGAPORE, PENANG & CALUTTA	FOOKSANG	Saturday, 15th April, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 216. General Managers.
Hongkong, 29th March, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER and SEATTLE via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"STRATHARDLE"	3,380	Liamont	13th April
"SUVERIO"	6,232	F. S. Cowley	4th May

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucero" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

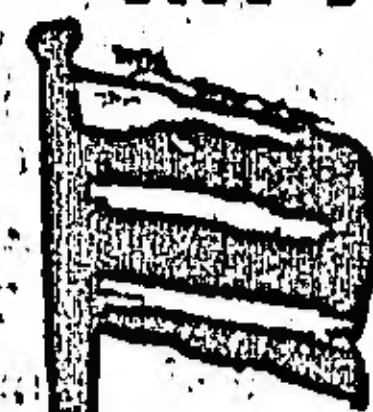
For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.
Telephone No. 780.
Hongkong, 17th March, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



Projected Sailings from Hongkong—
Subject to Alteration

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE.	TANGO MARU, Capt. K. Kawara, Tons 3,000	WEDNESDAY, 12th April, at Daylight.
PENANG, COLOMBO AND PORT SAID.	KAMO MARU, Capt. F. L. Sommer, T. 2,000	WEDNESDAY, 20th April, at Daylight.

VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 25th April, from KOBE
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VICTORIA, B.C., & SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 25th April, at Noon.
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SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, Townsville and Brisbane.	NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 14th April, at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 6,000	FRIDAY, 12th May, at Noon.

NAGASAKI, KOBE and YOKO.	KUMANO MARU, Capt. M. Winkler, Tons 6,000	WEDNESDAY, 12th April, at 7 a.m.
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KOBE and YOKO.	AKI MARU, Capt. K. Honma, Tons 7,000	THURSDAY, 30th Mar., at 4 p.m.
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BOMBAY, &c.	CEYLON MARU, Capt. Fred. Pyne, Tons 6,000	TUESDAY, 4th April.
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Equipped with new system of wireless telegraphy. Carries deck passengers.

PASSENGER SEASON 1911

SAILINGS AND PASSAGE RATES FROM HONGKONG

To Marseilles and London via Suez Canal.

Steamer	Tons	Leave Hongkong	RATES OF PASSAGE
Tango Maru	3,000	12th April	To London, per New Steamer 1st class Single...Y550 Return...825
Kamo	2,000	20th "	2nd class Single...360 Return...510
Aki	7,000	10th May	Old Str. 1st class Single 500 Return 750
Mishima	3,000	24th "	2nd class Single 340 Return 490

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamer	Tons	Leave Hongkong	RATES OF PASSAGE
Tamba Maru	7,000	25th April	To Pacific Coast Common Points 1st class Single...£30 2nd " " £21
Awa	7,000	23rd May	To London via New York 1st class Single...£60 via St. Lawrence 1st class Single...£59
Inaba	7,000	20th June	

With option of rail between calling ports in Japan.

Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage Sailing, &c., apply to—

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS, SUBJECT TO ALTERATION:

Port	STEAMERS.	To Sail.
SHANGHAI	"ANHUI"	30th Mar., 4 p.m.
HAIPHONG	"SUNGKIANG"	31st " Noon.
CHEFOO & NEWCHWANG	"NANCHANG"	31st " 4 p.m.
TSINGTAU & TIENTSIN	"HUICHOW"	31st " 4 p.m.
NINGPO & SHANGHAI	"HUPEH"	31st " 4 p.m.
SHANGHAI	"CHENAN"	1st April, Midnight.
MANILA, CEBU & ILOILO	"TAMING"	4th " 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIYUAN"	10th " 4 p.m.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES—Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Lintan, Chinshui)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.
Telephone No. 15.
Hongkong, 28th March, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES

Marseilles, Havre, Antwerp, Rotterdam, Bremen, Hamburg and New York.

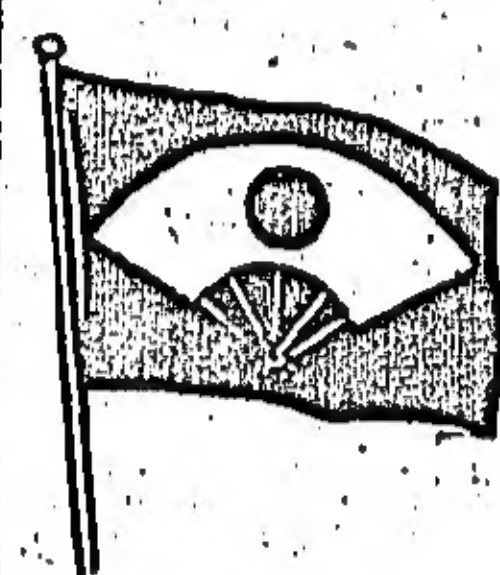
Taking Cargo at Through rates to all European Northern Continental Ports, London, Liverpool, Glasgow, etc., Trieste, Naples, Genoa, Ports in the Levant, Black Sea, Baltic, American and African Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Rotterdam & Hamburg:
S.S. Suavia 7th April	S.S. Preussen 1st April
"Bayern" 20th April	For Marseilles, Rotterdam & Hamburg:
"Frankfurt" 6th May	S.S. Albia 14th April
"Scandia" 19th May	For Havre, Rotterdam & Hamburg:
"Slavonia" 4th June	S.S. Rheinfaul 22nd April
For Further Particulars, apply to—	For Havre, Bremen & Hamburg:
	S.S. Siegenburg 21st April

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 25th March, 1911.

TOYO KISEN
KAISHA

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINE.

SAN FRANCISCO LINE

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Chiyo Maru	21,000	W. W. Grose	Friday, April 14, 1 p.m.
America Maru	11,000	A. G. Stevens	Friday, May 5, 1 p.m.
Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.
Nippon Maru	11,000	H. S. Smith	Friday, June 2, 1 p.m.

† Triply Screw, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 14th April, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANZANILLO).

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Buyo Maru	10,500	K. Hashimoto	Wednesday, April 19, 1 p.m.
Hongkong Maru	11,000	H. Hinokuma	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 p.m.

FARES FROM HONGKONG.

TO SAN FRANCISCO	45-0-0, Single
"NEW YORK"	60-0-0, "
"LONDON"	71-10-0, "
"	120-0-0, Return 6 Months
"	125-0-0, " 24 "
"SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
"VALPARAISO"	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Service located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States' Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to—

K. MATSUDA, Local Manager.
KING'S BUILDING (Opposite Blake Pier).

8668

HONGKONG
PHILIPPINES.

PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date.
RUBI	1000	S. Orosly	MANILA, CEBU & ILOILO	THURSDAY, 30th Mar., 4 p.m.
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	MONDAY, 10th Apr., 4 p.m.

For Freight or Passage apply to—

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 21st March, 1911.

OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

KWANGTUNG AND LOCAL
TAXATION.

Hongkong is not the only place in South China where the question of taxation is exercising the minds of those responsible for the carrying on of government. The same anxiety, and indeed, a more keen restlessness, is manifested in Kwangtung, as late issues of the "Chung Kwok Po" clearly show. There has recently been appearing in the columns of our contemporary a series of discussions as to taxes generally and the probable increase in the levy upon tobacco. With regard to this latter two rates of taxation are proposed, the one dealing with the leaf and the other with cut tobacco. General anxiety also prevails about the suggested taxes which are to take the place of the gambling revenue. It appears that much real concern is shown in regard to this because the income is already earmarked, either for the support of the local military system or to pay interest on foreign loans and to discharge foreign indemnities. Money for these purposes must be forthcoming, and its collection cannot be delayed. Commissions, we understand, are sitting which are in close connection with official circles both in Canton and Peking, in order to put things right and prevent disappointment to the Treasury.

Daily Press.

AMERICA AND JAPAN.

Of course the Japanophobe journals of America have reproduced and elaborated the story which is told with such a wealth of circumstantial detail as to make it appear to the average reader as gospel. Now, if there had been the slightest truth in those statements the Government of the United States, we may be sure, would not have remained in ignorance of these alleged intrigues; but the Government plainly indicated its entire disbelief in them by concluding with Japan a new commercial Treaty, on lines much more favourable to Japan than was generally anticipated, thereby giving clear and substantial proof of complete confidence in the sincerity and good intentions of the Japanese government and people, which the yellow press was doing its utmost to impugn. And now since this indirect method of refutation has not served to put an end to the stories of Japan's diplomatic intrigues against the interests of America we have the President of the United States giving to the world a definite and emphatic expression of his entire disbelief in the story and, more remarkable still, a message from His Majesty the Emperor of Japan himself which effectually disposes of the canard.

South China Morning Post.

THE COMMITTEE INQUIRY.

The fact that a member of the Committee of Consultation, against all of whom so much feeling is quite justifiably felt, is himself one of the original two of the Committee of Inquiry has tended to discount the character of the contemplated investigation. That feeling will be dissipated now that an invitation has been extended to the Hon. Mr. Pollock and the Hon. Mr. Osborne, and accepted in the same spirit of strict impartiality with which it was offered. In many ways these two gentlemen were, the moving spirits of the meeting on Saturday last and the compliment which has been paid to them by the two original members of the Committee of Inquiry is thoroughly deserved. True to their traditions they took up on themselves the unpleasant task of directing public attention to what is, and will remain, a very grave position. In a small community, such as this, it happens that social ties impinge upon business relations in a way which is quite warrantable, and is directly opposed to the interests of the community. This is the case with the Green Island Cement Company; but unpleasant as the work of the Committee must need be to everyone who will be connected with it, the task of probing into the causes of the unexpected depreciation of the shares of the Green Island Cement Co. must be prosecuted relentlessly and without delay.

FINANCIAL NEWS.

The improvement in silver has made further headway during the week, says the "L. & C. Express" of Feb. 24. The recent fall has caused the local banks in China, to sell sterling somewhat freely in reduction of their over-bought position, and this, in conjunction with a certain amount of export business, has brought buying orders, not only to this market, but to the Indian bazaar, while in addition India has been a moderate buyer for the March settlement. Messrs. Samuel Montagu and Co., in their weekly circular, write: "The improvement has been caused by purchases for shipment and also for forward delivery on account of China, where exports from the southern districts had been stimulated to some extent by the relatively low rates of exchange. It is a reminder that though the interference of the plague with business is undoubtedly serious, and the trade interests of China—notwithstanding the widespread of the country—are closely interwoven, yet, after all, the trouble is so far local, and other important trade centres cannot remain at a standstill. A shipment of \$35,000 has been made from San Francisco to Hongkong."

SHANGHAI SHARES.

The quotations from the Stock Exchange on the 23rd were:—H. & S. Banking Corporation, Ltd. shares at \$912-1/2 for cash; Teikoku Rubber and Tapioca Estate Co. shares at \$18-3/4 for cash; Sanyo Rubber Estate, Ltd. shares at \$13-1/2 for cash; Anglo-Java Estate, Ltd. shares at \$17-1/2 for cash; Guld Kolumpong Rubber Estates, Ltd. shares at \$14-1/4 for cash; Ziangbe Rubber Co., Ltd. shares at \$16-1/4 for cash; Amherst Rubber Estate, Ltd. shares at \$17-1/2 for cash; and Shanghai Land Investment Co., Ltd. shares at \$19-1/2 for cash.

EDUCATION TO-DAY IN INDIA.

Tinnevely, March 6th.—The Travancore Government have just disposed of the joint memorial signed by the Archbishop of Veropoly and five Bishops in which they pleaded that the Catholic students of the State should be compelled to receive education only in Catholic schools. Their Lordships pointed out that no serious and intelligent person will fail to see the need in India, specially at the present time, of a sound and moral education based on religious principles in preference to godless education imparted in most other schools which with their godless teaching everywhere, have caused and cannot but cause most harmful effects in society. In the course of its order the Government replied that they were wholly unable to act on the principle that Catholic children shall hereafter receive education only in Catholic schools. They also expressed their regret that the memorialists have chosen to reflect unfavourably on education given in other schools generally, and saw no adequate grounds for the implication that education imparted in non-Catholic schools generally, is either godless or is causing harmful effects in society. The order concludes with the remark that an exceptionally difficult question like this could not be advanced if the heads of one denomination take it on themselves to speak disparagingly of the work done by schools managed by other denominations.

DUKE OF CONNAUGHT'S STORY.

The Duke of Connaught, who was entertained at dinner at the Savoy Hotel by the African Society on his return from South Africa, emphasised the importance of dealing sympathetically with the natives. In illustration of the fact that many of the natives had little notion who was governing the country, the Duke told an amusing story. He said that at a meeting of natives in East Africa a chief came up to him and said: "I hear you are a very big man. I don't quite know who you are, but I suppose you are a brother of Mr. So-and-so, the Commissioner." (Laughter.) At any rate he thought the story showed that the Commissioner must have been a very good man. (Laughter and cheers.)

Entertainment

THE BIJOU SCENIC THEATRE.

(FLOWER STREET.)

FLYING! FLYING! AVIATION WEEK.

The Latest Pictures of

DIRIGIBLE BALLOONS AND AEROPLANES.

NEW SONGS and DANCES.

Grace Vyveene.

Vera Ferrace.

Hongkong, 25th March, 1911.

[737]

CAPSTAN MIXTURE

MEUM



In 1/4 lb.

&

Air-Tight

FULL

Tins

W. D. & H. O. WILLS.



TRADE

MARK

THE BERNESE ALPS MILK CO

STALDON EMMENTHAL, SWITZERLAND.

"No. 10" SCOTCH WHISKY

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO., HONGKONG & CHINA.

[81]

REASONS WHY

YOU SHOULD SEE US FOR YOUR OPTICAL NEEDS.

Our Experience extends over a period of fifteen years of successful business.

We spared No Expense in equipping our offices with the latest and best appliances for measuring eye defects or turning out perfect lenses.

You Owe It to Your Eyes to visit the place that is prepared and equipped to do the best grade of work. Our optical partners are the best in South China.

Lenses are Ground and Polished on the premises. Call and see our machinery in operation.

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76, Escolta,

MANILA.

CLARK & CO. OPTICIANS. HOTEL MANSIONS HONGKONG

TSIN TING.

LATEST METHODS

OF DENTISTRY.

Studio at No. 14, D'AGUIAR STREET

Reasonable Fees.

Consultation Free.

Hongkong, 19th June, 1910.

DENTAL SURGEON.

33, QUEEN'S ROAD CENTRAL,

1st Floor, Rooms 2 and 3.

From the University

of Pennsylvania, U.S.A.

Telephone 126.

[1 Hongkong, 27th January, 1910. [2]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire, Ropes, Rivets and Metal Specimens.

GRAVING DOCK

787 ft. by 88 ft. by 31 ft. 6 in.

Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons

displacement, providing conditions for

painting ships with most efficient result.

100-Ton ELECTRIC CRANE ON QUAY—

ELECTRIC OVERHEAD CRANE THROUGHOUT

THE SHOPS RANGING UP TO 100 TONS.

15 minutes given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN.

Entertainments

ORGAN RECITAL.

ST. JOHN'S CATHEDRAL.

TUESDAY,

APRIL 4th, at 5.30 p.m.

Tosca and Fugue.....Dech
La Nuit.....Kang Elett
Finale.....Schumann
VIOLINIST.....Mr. Timmescheidt
Hongkong, 27th Mar., 1911. [999]

THE "Empire" Cinematograph Theatre,

Dua Yeeux Road Central, opposite Central Market.

Last Week of

THE CHAMPION DANCERS, The DONNELLYS.

Debut of the Celebrated Soprano Soloist.

Miss IRMA LEPOMME

English and German Selections.

THE GRAND FILM (Dramatic)

Between Duty and Honour.

Hongkong, 28th Mar., 1911. [852]

VICTORIA SKATING RINK.

5 Sessions Daily.

THE BEST FLOOR.

Popular Prices.

Hongkong, 28th Mar., 1911. [890]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 19th March, 1903. [41]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Vaux Road Central.

Telephone No. 693.

Hongkong, 2nd Jan., 1911. [78]

Regular Steamship Service

to New York,

via PORT and SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEL".....About 7th April.

FOR NEW YORK.

S.S. "SAINTPATRICK" { About 14th April.

For Freight and further Information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 28th Mar., 1911. [966]

Shipping—Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN: (Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN. LEAVING.

Hainan... Capt. A. E. Hodgins... FRIDAY, 3rd March, at 11 a.m.

Haitan... Capt. J. S. Rouch... TUESDAY, 4th April, at 11 a.m.

Haiching... Capt. W. C. Passmore... FRIDAY, 7th April, at 11 a.m.

FOR SWATOW AND RETURN: (Occupying 3 Days).

Haimun... Capt. J. W. Evans... SUNDAY, 2nd April, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blako Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co., General Managers.

957]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Aldenhams	Mar. 24.	April 5th, at Noon
Empire	April 7.	April 29th, at Noon
St. Albans	May 6.	May 27th, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents. [967]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

Java, China and Japan.

Steamers	From	Expected on or about	Will leave for	Or about
Tjitaroom	JAVA	Second half SHANGHAI.	Second half March	Second half March
Tjilawong	AMOY	Second half JAVA.	Second half March	Second half March
Tjilatjap	JAPAN	Second half JAVA.	Second half March	Second half March
Tjibodas	JAVA	Second half JAPAN.	Second half March	Second half March
Tjimahi	JAPAN	First half JAVA.	First half April	First half April
Tjipanas	JAVA	Second half JAVA.	Second half April	Second half April
Tjikini	JAVA	First half JAPAN.	First half April	First half April

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Buildings.

Telephone No. 375. [974]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DELHI."

Captain G. W. Gordon, R.N., will leave for SHANGHAI at 5 p.m. on 30th March, 1911.

For Freight or Passage, apply to

E. A. HEWETT, Superintendent.

Hongkong, 28th Mar., 1911. [4]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN."

Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 1st April, at Daylight.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (occupying 20 days).

The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & CO. LD. Agents.

Hongkong, 28th Mar., 1911. [1009]

The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"DEVANHA"

Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 1st April, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "Mollavia," 10,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Mantua," due in London on the 12th May, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 28th Mar., 1911. [4]

HAMBURG-AMERIKA LINE.

HONGKONG OFFICE.

Hongkong, 28th Mar., 1911. [956]

Consignees

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th of March, at 9.30 a.m.

All claims must reach us before the 4th of April, 1911, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, 28th Mar., 1911. [7]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE & STRAITS.

THE Steamship

"FLINTSHIRE."

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 31st inst., at 6 p.m. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 31st inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 28th Mar., 1911. [997]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALMA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optimal Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 1st April, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goldard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 28th Mar., 1911. [4]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 30th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO. LD. Agents.

Hongkong, 28th Mar., 1911. [1009]

